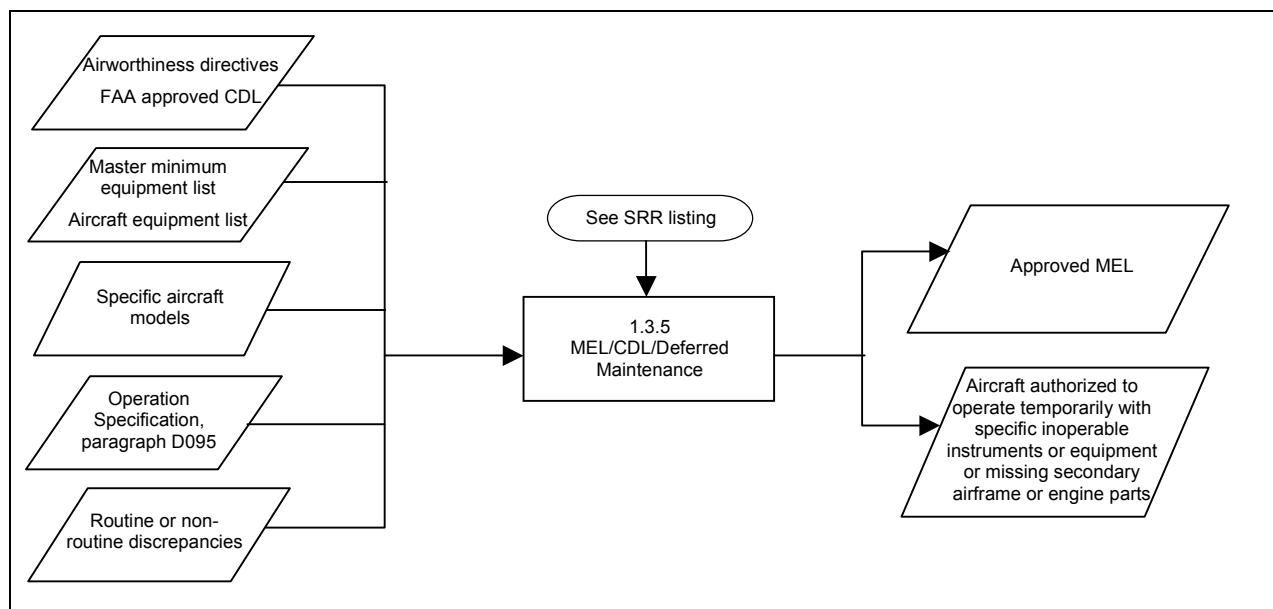


Safety Attribute Inspection (SAI) Job Aid



ELEMENT SUMMARY INFORMATION

Element: 1.3.5 MEL/CDL/Deferred Maintenance

Purpose of this Element (Air Carrier's responsibility):

To ensure the Air Carrier operates its aircraft in accordance with MEL/CDL/Deferred Maintenance policies, procedures, and controls.

Objective (FAA responsibility):

To determine if the Air Carrier follows its MEL/CDL/Deferred Maintenance policies, procedures, and controls.

Inputs:

- Airworthiness Directives
- FAA Approved Configuration Deviation List
- Master Minimum Equipment List
- Aircraft Equipment List
- Specific Aircraft Models
- Operation Specification, paragraph D095. Minimum Equipment List Authorization
- Routine or Non-Routine Discrepancies

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Outputs:

- Approved MEL
- Aircraft authorized to operate temporarily with specific inoperable instruments or equipment or missing secondary airframe or engine parts.

Performance Measures:

- The air carrier operates in accordance with their approved Minimum Equipment List (MEL) and the procedures contained in the Manual.
- The Air Carrier operates in accordance with the Approved Configuration Deviation List (CDL) and the procedures contained in the Manual.
- The Air Carrier corrects all MEL deferrals within the time limits specified in Operation Specification, paragraph D095.
- The air carrier ensures that the number of maintenance deferrals and MEL extensions are within limits identified by the MEL Management Program.

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SRR:

- 121.628 (a, b) Inoperable Instruments and Equipment

Other CFRs and/or FAA Guidance:

- FAA Order 8300.10, Volume 2, Chapter 84, Far Part 121/135 Operations Specifications
- FAA Order 8300.10, Volume 2, Chapter 63. Evaluate Far Part 121/135.411(A)(2) Company Manual/ Revision
- FAA Order 8400.10, Volume 3, Chapter 8—Air Carrier Management Effectiveness
- FAA Order 8400.10, Volume 4, Chapter 4—Minimum Equipment Lists (MEL) and Configuration Deviation Lists (CDL)
- FAA Order 8400.10, Volume 6, Chapter 2—Specific Types of Inspections

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SRR SPECIFIC INFORMATION

SRR	Intent	Inspectors
121.628 (a)	To provide authority to operate the aircraft with specific inoperable instruments or equipment.	<i>Certification: ASI</i> <i>Surveillance: ASI</i>
121.628 (b)	To prohibit an operator from including certain instruments and equipment that are essential for safety of flight.	<i>Certification: ASI</i> <i>Surveillance: ASI</i>

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 1 - RESPONSIBILITY ATTRIBUTE

Objective: To determine if there is a clearly identifiable, qualified, and knowledgeable person who is accountable for the quality of the MEL/CDL/Deferred Maintenance process.

To meet this objective, the inspector will accomplish the following tasks:

1. Identify the person who is responsible for the quality of the MEL/CDL/Deferred Maintenance process.
2. Review the description in the Manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume', if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the MEL/CDL/Deferred Maintenance process with the person.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Is there a clearly identifiable person who is answerable for the quality of the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If yes, provide the name: <input type="checkbox"/> NO If no, explain:
2. Does the person understand the procedures associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
3. Does the person understand the controls associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
4. Does the person understand the interfaces associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
5. Does the person understand the process measurements associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
6. Is the responsibility of this position clearly documented in the air carrier's Manual(s)?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
7. Are the qualification standards for this position clearly documented?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
7a Are the qualification standards for this position appropriate for the duties that are assigned?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
8. Does the person meet the qualification standards?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
9. Does the person acknowledge that he/she has responsibility for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
10. Does the person know who has authority to establish and modify the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO

Safety Attribute Inspection (SAI) Job Aid

1.3.5 MEL/CDL/Deferred Maintenance

SECTION 2 – AUTHORITY ATTRIBUTE

Objective: To determine if there is a clearly identifiable, qualified, and knowledgeable person with the authority to establish and modify the MEL/CDL/Deferred Maintenance process.

To meet this objective, the inspector will accomplish the following tasks:

1. Identify the person who has the authority to establish or modify the MEL/CDL/Deferred Maintenance process.
2. Review the description in the Manual that delineates the duties and responsibilities of the person.
3. Evaluate the person's qualifications and work experience (or resume', if appropriate).
4. Review the appropriate organizational chart.
5. Discuss the MEL/CDL/Deferred Maintenance process with the person.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Is there a clearly identifiable person who has authority to establish and modify the air carrier's policies for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If yes, provide the name: <input type="checkbox"/> NO If no, explain:
2. Does the person understand the procedures associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
3. Does the person understand the controls associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
4. Does the person understand the interfaces associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
5. Does the person understand the process measurements associated with the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
6. Is the authority of this position clearly documented in the air carrier's Manual(s)?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
7. Are the qualification standards for this position clearly documented?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
7a Are the qualification standards for this position appropriate for the duties that are assigned?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
8. Does the person meet the qualification standards?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
9. Does the person acknowledge that he/she has authority for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
10. Does the individual know who has the responsibility for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
11. Are the procedures for delegation of authority clearly documented for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 3 – PROCEDURES ATTRIBUTE

Objective: To determine if the air carrier has documented procedures for accomplishing the MEL/CDL/Deferred Maintenance process.

To meet this objective, the inspector will accomplish the following tasks:

1. Review the documented instructions and information related to the MEL/CDL/Deferred Maintenance process to ensure that they contain who, what, where, when, and how.
2. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this SAI.
3. Discuss the MEL/CDL/Deferred Maintenance process with appropriate personnel to gain an understanding of the procedures.
4. Observe the MEL/CDL/Deferred Maintenance process to gain an understanding of the procedures.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Do written procedures exist to achieve the desired result of the MEL/CDL/Deferred Maintenance process:

1.1 Do written procedures provide a method for coordinating and scheduling of parts, facilities, and maintenance personnel to correct the deferred items within specified time limits? [SRRs 121.628 (a,b)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.2 Do written procedures provide placarding use and location procedures? [SRRs 121.628 (a,b)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.3 Do written procedures define approved Operations (O's) and Maintenance (M's) procedures that are aircraft specific? (MEL only)(e.g., specific aircraft equipment or other approved programs, ETOPS or RVSM) [SRR 121.628 (a)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.4 Do written procedures provide detailed instructions and information for use by Flight Dispatchers, Maintenance Personnel, and Flight Crews in the use of the MEL and CDL? [SRR 121.628 (a)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.5 Do written procedures provide detailed instructions and information for use by Flight Dispatch/Following, Maintenance Personnel, and Flight Crews for the deferral of other minor discrepancies not found in the MEL or CDL? [SRRs 121.628 (a)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

1.6 Do written procedures provide instructions for an MEL conformity check of the aircraft for installed equipment? (MEL only) [SRRs 121.628 (a,b)]

☐ YES If no or N/A, explain:
☐ NO
☐ N/A

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 3 – PROCEDURES ATTRIBUTE

1.7 Do written procedures prohibit the use of any item of equipment that is not fully functional unless specifically authorized within the MEL? (MEL only) [SRRs 121.628 (a)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.8 Do written procedures make records available to the pilot to identify inoperable instruments and equipment or missing secondary airframe or engine parts? [SRR 121.628 (a)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.9 Do written procedures limit the length of time a CDL item may be missing to a maximum of 120 days? [SRRs 121.628 (a,b)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.10 Do written procedures prohibit escalation of time limits for category A and D items, without FAA approval? (MEL only) [SRRs 121.628 (a,b)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.11 Do written procedures explain the recording and tracking of MEL/CDL/deferred maintenance items? [SRRs 121.628 (a,b)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
1.12 Do written procedures provide a method to prevent unfavorable work loads for a flight crew when deferral of a new item will react unfavorably with existing deferrals? [SRRs 121.628 (a,b)]	<input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> N/A	If no or N/A, explain:
2. Do the procedures identify: who, what, where, when and how?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
3. Are the procedures in compliance with the CFR(s)?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
4. Do the procedures conform to other written guidance (E.g., Operations Specifications, FAA Orders, Airworthiness Directives, Advisory Circulars, Handbook Bulletins, Directives, and Manufacturer's Recommendations)?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
5. Does the air carrier have the resources to support the written procedures for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
6. Are the procedures published in different manuals relating to the MEL/CDL/Deferred Maintenance process consistent?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:
7. Does the air carrier have a documented method for assessing the impacts of procedural changes to the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES <input type="checkbox"/> NO	If no, explain:

Safety Attribute Inspection (SAI) Job Aid

1.3.5 MEL/CDL/Deferred Maintenance

SECTION 4 – CONTROL ATTRIBUTE

Objective: To determine if checks and restraints are designed into the MEL/CDL/Deferred Maintenance process to ensure a desired result is achieved.

To meet this objective, the inspector will accomplish the following tasks:

1. Review the documented instructions and information related to the MEL/CDL/Deferred Maintenance process.
2. Review the FAA Guidance and Specific Regulatory Requirements (SRR) included in the supplemental information section of this SAI
3. Discuss the MEL/CDL/Deferred Maintenance process with appropriate personnel to gain an understanding of the controls.
4. Observe the MEL/CDL/Deferred Maintenance process to gain an understanding of the controls.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Are the following checks and restraints built into the MEL/CDL/Deferred Maintenance process:

1.1 Does the air carrier ensure that Flight Dispatch/ Following, Maintenance Control and other interfaces have a copy of the Approved CDL and approved MEL? [SRRs 121.628 (a,b)]

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.2 Does the Air Carrier revise the MEL within sixty days after notification of MMEL revisions?

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.3 Does the air carrier ensure that their CDL is not less restrictive than the FAA-approved CDL? (CDL only)

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.4 Does the air carrier ensure that their MEL is not less restrictive than the MMEL, FAR, Operations Specifications, AFM limitations, certification maintenance procedures, or ADs? (MEL only) [SRRs 121.628 (a,b)]

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.5 Does the air carrier ensure that there is continuity between all Operations and Maintenance Manuals governing MEL/CDL procedures? [SRRs 121.628 (a)]

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.6 Does the air carrier ensure that flight releases identify the following:

1.6.1 MEL/CDL items; [SRRs 121.628 (a)]

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

1.6.2 Any associated restrictions; and

☐ YES **If no or N/A, explain:**
☐ NO
☐ N/A

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 4 – CONTROL ATTRIBUTE

1.6.3 Any special procedures?	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.7 Does the Air Carrier have and maintain a record keeping/tracking system for each aircraft that is used to track and record MEL/CDL/Deferred maintenance? [SRRs 121.628 (a)]	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.8 Does the Air Carrier have a method in the MEL to identify items which must be operative for special operations (e.g., ETOPS, LLM, RVSM) [SRRs 121.628 (a)]	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.9 Does the Air Carrier provide full authority to the flight crew to make a final decision to “go” or “no-go” with a deferred item? [SRRs 121.628 (a)]	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.10 Does the air carrier require FAA approval prior to implementation or and distribution of MEL/CDL revisions? [SRRs 121.628 (a)]	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
2. Do the checks and restraints ensure the desired result is achieved for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
3. Does the air carrier have a documented method for assessing the impacts of any changes made to checks and restraints in the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
4. Does the air carrier have the resources to support the checks and restraints for the MEL/CDL/Deferred Maintenance process?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE

Objective: To determine if the air carrier measures and assesses the MEL/CDL/Deferred Maintenance process, to identify and correct problems or potential problems.

To meet this objective, the inspector will accomplish the following tasks:

1. Review the documented instructions and information related to the MEL/CDL/Deferred Maintenance process.
2. Discuss the MEL/CDL/Deferred Maintenance process with appropriate personnel to gain an understanding of the process measures.
3. Observe the MEL/CDL/Deferred Maintenance process to gain an understanding of the process measures.

To meet this objective, the inspector will determine and record answers to the following questions:

1. <Deleted>

2. Does the air carrier's MEL/CDL/Deferred Maintenance process include the following process measurements?

2.1 The air carrier audits the MEL/CDL/Deferred Maintenance process to ensure that it complies with the Operations Specification and the Manual.	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
--	---

2.2 The air carrier randomly audits log book records to identify the number of times the same item on the same aircraft is deferred in a 10 day period. (MEL only)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
--	---

2.3 The air carrier randomly audits log book records to identify the length of time an instrument or equipment deferment remains open or a part remains missing.	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
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2.4 The air carrier audits the aircraft records to verify that it is operating in accordance with its approved MEL or CDL.	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
--	---

2.5 The air carrier audits the MEL to ensure that it is not less restrictive than the MMEL.	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
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2.6 The air carrier audits the CDL to ensure that it is not less restrictive than the FAA-approved CDL.	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
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3. Does the air carrier document their process measurement methods and results?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> No
---	--

4. Are the air carrier's process measurement methods effective?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> No
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5. Does the air carrier use their process measurement results to improve their programs?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> No
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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 5 - PROCESS MEASUREMENT ATTRIBUTE

- | | |
|---|--|
| 6. Are the process measurement results accessible to the FAA? | <input type="checkbox"/> YES If no, explain:
<input type="checkbox"/> NO |
| 7. Does the organization that conducts the process measurement have direct access to the person with responsibility for the MEL/CDL/Deferred Maintenance process? | <input type="checkbox"/> YES If no, explain:
<input type="checkbox"/> NO |
| 8. Does the air carrier have the resources to support the process measurement for the MEL/CDL/Deferred Maintenance process? | <input type="checkbox"/> YES If no, explain:
<input type="checkbox"/> NO |

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 6 – INTERFACES ATTRIBUTE

Objective: To determine if the air carrier identifies and manages the interactions between the MEL/CDL/Deferred Maintenance process and the other element processes within the air carrier organization.

To meet this objective, the inspector will accomplish the following tasks:

1. Review the documented instructions and information related to the MEL/CDL/Deferred Maintenance process.
2. Discuss the MEL/CDL/Deferred Maintenance process with appropriate personnel to gain an understanding of the interfaces.
3. Observe the MEL/CDL/Deferred Maintenance process to gain an understanding of the interfaces.

To meet this objective, the inspector will determine and record answers to the following questions:

1. Are the following interfaces identified for the MEL/CDL/Deferred Maintenance process:

1.1 Aircraft Airworthiness Requirements (Element 1.1.1)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.2 Appropriate Operational Equipment (Element 1.1.2)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.3 Airworthiness Release or Log Book Entry (Element 1.2.1)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.4 Maintenance Log/Recording Requirements (Element 1.2.3)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.5 Maintenance Program (Element 1.3.1)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.6 AD Management (Element 1.3.6)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.7 Outsource Organization (Element 1.3.7)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A
1.8 Parts/Material Control/SUP (Element 1.3.10)	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> No <input type="checkbox"/> N/A

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 6 – INTERFACES ATTRIBUTE

1.9 SFAR36 (Element 1.3.12)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.10 GMM/Equivalent (Element 1.3.14)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.11 Reliability Program (Element 1.3.15)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.12 Lower Landing Minimums (Element 1.3.19)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.13 Airman Duties/Flight Deck Procedures (Element 3.1.3)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.14 Aircraft Performance Operating Limitations (Element 3.1.9)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.15 Dispatch or Flight Release (Element 3.2.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.16 Maintenance Training Program (Element 4.2.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.17 Training of Flight Crewmembers (Element 4.2.3)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.18 Training of Dispatchers (Element 4.2.5)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.19 Line Stations (Servicing and Maintenance) (Element 5.1.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.20 Operations Specifications	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:
1.21 Manual Currency (Element 2.1.1)	<input type="checkbox"/> YES <input type="checkbox"/> No <input type="checkbox"/> N/A	If no or N/A, explain:

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1.3.5 MEL/CDL/Deferred Maintenance

SECTION 6 – INTERFACES ATTRIBUTE

1.22 <i>Content Consistency Across Manuals (Element 2.1.2)</i>	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.23 <i>(Manual) Distribution (Element 2.1.3)</i>	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
1.24 <i>(Manual) Availability (Element 2.1.4)</i>	<input type="checkbox"/> YES If no or N/A, explain: <input type="checkbox"/> NO <input type="checkbox"/> N/A
2. List any additional interfaces identified:	
3. Are there written procedures for the use of air carrier personnel in the application of these interfaces?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
4. Are there controls to ensure that interfaces occur?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO
5. Are the interfaces between the MEL/CDL/Deferred Maintenance process and other processes treated consistently in the Manual(s)?	<input type="checkbox"/> YES If no, explain: <input type="checkbox"/> NO